First of all he explained me that, Oral will be for atleast 1 hour 30 mins. There will be no tricky questions and if i dont understand , I can ask him to rephrase the question but not same questions for so many times and if he finds necessary, he will provide me hints as well and he did as well...
Capt Erwin is really a nice guy with his clear pronunciation and simple wordings. Sometimes he will make a scenerio and then ask the question or he will keep asking questions in middle of ur explanation.

Q) What documents u will hand over to Master if u r joining an Australian Register vessel?
A) All stcw, Passport, CoC, GoC, Seaman Book, But he was actually looking for "seafarer contract".

Q) Joining Bulk carrier in USA, What will include in Handing over from S/off ch.mate ?

Q) Loadicator, Requirement and testing Procedure ?
A) Bulk Carrier of 150 meter or more in Lenth, Capable of giving information about hull grider and SF and BM..We test as per class approved condition in ship stability booklet or Loadicator manual.
(Solas Ch 12 and MO 35)

Q) Load Line mark of STBD Side and Also tell me Freeboard ( New Question from him)
A) So i drew load line mark and From water line (summer load line) to deck line is freeboard.

Q) Angle of Loll ?
A) So i drew Angle of loll, but he asked so many questions about loll and finally he asked me lets suppose vessel is stable at heel of 5 degree to port. If it is further heel, why she is coming back to 5 degrees..
I told him bcoz of movement of B, GZ is developing but he also want to know that due to movement of B, waterplane area is also increased and creating positive GZ.

Q) What is routeing chart ?

Q) Differrent Zones in Routing chart?

Q) How much we can load in TZ , if we are going to discharge in SZ?
A) Upto Summer Zone plus consumption untiill we touch SZ Line , not untill Page 1
port in SZ.

Q) S.D = 7.85, Pr.D = 7.75, Dw = 1005, Tpc=20, FWA = 62.5mm, How much we can load?
   A) 294 T, Difference = 10 cm, DWA = 5 cm, Don't forget to change TPC(sw) into Tpc(dw), Tpc(dw) = 19.60

Q) Statutory Certificates?

Q) Conventions?

Q) Marpol Annexes, By name and number as well?

Q) Drill, Schedule?
   A) Interested in confined space entry (2 months) and Emgncy steering gear drill (3 months)

Q) Onload and Offload release? Precautions by ch. off?
   A) Told him so many precautions but he wanted to know about about locking system of mechanism.
      So, In Life boat course, we were told and shown onload mechanism that sometime when we r replacing the life boat back, after drill. It will look like that mechanism is locked but it will not, so physically we hv to touch the locking system and lever provided there that it is not pressing and also color indication of hook locking system.

Q) OHSMI Act? How it implemended?
   A) So I told him OSHMI Act and also there are 3 regulations is OSHMI act, which make it implemented, Likewise Nav Act.

Q) Logs hv to maintained by ch off?

Q) Cook called u on bridge and want to throw galley waste from 300 nm off the coast? Outside special area.
   A) I told, i will advise cook to segregate the galley waste and only food waste is allowed to throw, and will do entry in GRB (he was more interested to listen this word)

Q) Garbage record book?
   A) Marpol Annex 5, 400 GT and above, 15 persons or above and also enteries at each disposal.
      (sea, Shore facility or ship and Incinerated)
Q) IMDG? Used for what Marpol annex?
A) Explained him IMDG and Marpol Annex 3.

Q) Where u will find segregation and stowage info in IMDG?
A) Vol 1, Chapter 7..Both info. (7.1 & 7.2)

Q) How u will do Stowage?
A) On Deck and Under deck, Plz refer Vol 1, Ch 7.1

Q) How u will do Segregation?
A) As per Vol 1, Ch 7 (7.2)... Away from, Separated from...3,6,12,24 meters..

Q) Showed me Marine Pollutant Picture and Asked where u will find details?
A) In IMDG and Shipper's Declaration.

Q) What is Shipper's Declaration?
A) Will find in BLU code, AMSA Form 268 as well.

Q) What is IMSBC? Groups of cargoes?

Q) What is TML?
A) Transportable Moisture Limit.

Q) Expiry date of TML certificate?
A) One week.

Q) Who is PIC?

Q) What he will be looking for once comes onboard?
A) Overall condition of Ship's Loading gear, MHR and Certificates.

Q) Inspection Schedule?
A) 6 monthly by RP, 12 Monthly by CP and 5 yearly by CP.

Q) Who is CP?
A) Competent person to testify and certify the equipment.

Q) In Australia Who is CP?
A) AMSA Inspectorate.
Q) What is CSS code?

Q) What is CSM? Is it Approved?
A) Yes, By Administration (Flag State)

Q) Can anybody else approve it?
A) Yes, Recognised authority on behalf of Administration.

Q) Vessel in USA Port, USCG comes onboard? Why?
A) In USA, USCG is also Port state control, so they came onboard for inspection.

Q) In Australia who issues certificates to Australian Vessel?
A) AMSA.

Q) Then he asked who is Flag state in Australia? Who is port state in AUS?
A) I said AMSA. In Aus there is no Port state, AMSA Act as a flag state for Aus registered vessel and
   and as a port state for foreign vessel.

Q) Master Pilot exchange?

Q) Master is not in bridge and Pilot want to deviate 5 degrees from the passage plan?
A) I told him that in a polite way I will challenge and respond him and also look
   for helmsman that he is following correct orders.
   Then he said pilot is still arguing, I said I will again challenge and response him.

   Finally he said, that pilot tells u that look mate I m working in this port
   from last 20 years and
   if u will not alter 5 degrees, I m sure u will be grounded.
   Then I said, I will take his advise and will tell helmsman to alter course.

Q) Showed me Red Flare and Asked what is it?
A) So as per Colreg Anex iv and IAMSAR vol III, its a distress vessel or Life boat, Life raft.

Q) Then he said AB saw this and reported to you, what is ur action?
A) I will inform Master and if it is reasonable, we r bound to render assistance.

Q) Then he said, ok u informed Master and he said, Mate see, u dont worry about the distress and also tell
   AB that he should also not tell any body and proceed to the normal course. What is ur Action?
A) So i told sir, I will again insist captain to Render assistance as it is reasonable and not so far and if he not.
I will inform DPA and make Entry in the Log Book.

Q) Why u will do, Bcoz u r a good man or something make it?
A) I said, offcourse I m a good man, But as Per IAMSAR Vol III and Solas Ch V and MO 21, It is mandatory to render assistance if it is reasonable.

Q) P & I Certificate ? Validity?
A) Certificate of Entry, And Validity is 1 year, Usually renew at 20th Feb of every year.

Q) How u will get PL without GPS?

Q) What u get from Meridian Pass?
A) Altitude..

Q) AIS erros?

Q) Can we use AIS for navigation? Why?
A) No, Bcoz Data may be incorrect and display on the radar of same target may not match.

Q) Explain rule 19, Only ur actions...?
A) Rule 19, Avoid Alter to Port for a vessel forward of beam and Avoid alteration towards vessel abaft of ur beam.. No more...

Q) Showed me BA chart of Singapore and asked can we use?
A) checked Latest edition and correction and most important Chart Datumn as well.

Q) He Pointed out towards two Arrows, Bold Line Arrow and Broken Lined Arrow ?
A) Bold Line Arrow is Mendatory Route and Other one is Recommended route.

Q) He showed me Top mark of East Cardinal Buoy and Asked the buoy Color?

Q) Then He asked, from where I will pass this buoy? Demonstrate ?
A) Name side is safe side and I showed how i will pass the vessel.

Q) Asked about Mendatory reporting mark?
Q) Whom u will report?
   A) VTIS, nothing more info abt vtis.

Q) Then he showed me Australian Chart and asked hv u seen it before?
   A) So i said, i had never been in Australia on ships, so i didnt sail on
      these chart.
      But if it is latest edition and upto date corrected, we can use it.

After that he said, now i m going to start ROR, be sure b4 u speak and think.
Q) He put me on a Tug n tow and One vl ahead of me, I m overtaking? Who is give
   way and Stand on?
   A) I said I m give way and she is stand on, As i m overtaking her.

Q) Tow n tug on ur Port side?
   A) I m stand on and she is give way..As she is also a power driven vessel and
      not showing RAM.

Q) P.D Vessel, Port side 8 Miles?
   A) Serries of Compass bearing, and Maintain Speed and Course.

Q) Same Vessel 6 Miles,bearing not changing?
   A) Inform Master and 5 short rapid Blasts.

Q) Same vessel on 4 Miles? Action?
   A) 5 Short blasts and if she not take any action, One short blast,Alter to STBD
      and keep
      monitoring her, and Pass her stern.
      He asked u will take action at 4 nm, I said Yes i will take....Move on.

Q) RV, Two PD vessel, One right ahead and one on stbd bow and One Tug at aft,
   Stern is clear? Action?
   A) I made sure that stern vessel is clear from my stern? He said Yes.
      Then I said I will alter course to STBD. He asked will u consider abt stern
      vessel?
      I said, Yes i will see her speed and distance from me, But in this
      situation she is
      clear from my stern, so i can easliy go to STBD.

Q) He asked Tug n tow sound signals?

Q) Light and sound signals of Ground vessel?

Q) Shape and Light of CBD?

Q) Showed almost All IALA "A" buoys, including Can, cone, Preffered channel to
Stbd & port,
  Lateral hand marks, Safe water mark, isolated danger mark, Special mark, New
e<emergency
  wreck mark. Cardinal marks and their lights and interval.

Q) Then he asked what do u mean by occulting when i told safe water mark light?
A) So plz be sure abt, isophashe n occulting.

After ROR, he took 1 to 2 Mins for his decision and then said, I think I
can give u Pass and
  Congrats me with Hand shake.
  I would like to advise, That in Orals plz be calm and Listen complete
question from
  examiner, even u know the answer, let him complete the question first.

  I would like to thanx Mr. Jeff Roger, Mr Ian Grassik and Mr Frank for
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books,we needed.

  Gud Luck.